

Picture of the Month



The view of the approach to Lake Manyara dirt airstrip in Tanzania, Africa, from the right seat of a Cessna Caravan. Photo by Larry Schubert.

Flying Wild Africa

By Larry Schubert

I had a recent experience with intra-country flying in Africa that I thought Galt Traffic readers might find interesting. For all of us used to the high-security, regimented, take-off-your-shoes world of US commercial aviation, this is a view into what is still the wild, wild west.

But let me set the stage. Over the Christmas holidays, Leslie and I met our two girls and their guys in Tanzania for a safari. After we were done with the safari we flew from Northern Tanzania to the coast for some beach time. The trip was set up by the tour folks, and all I knew was that our guide was going to take us to this little airport in the Serengeti and we'd fly to the coast from there.

Bear in mind, we had no

paperwork whatsoever for this flight. No tickets. No reservation number. No nothing. But, I did not stress since it was the guide's responsibility to get us on a plane that would eventually land in the tiny coastal town of Pangoni.

When the time came, we were taken to this airport out in the middle of nowhere. I was surprised because even though it was remote, it was a beehive of activity with planes landing and taking off every 15 minutes. They were mostly Grand Caravans set up for 16 people, with a baggage pod underneath. But there were a smattering of high wing twins of unknown bloodline. All were landing on a grass strip with a tattered windsock... to which they

Continued on page 2.

Editor's Note

I received so many contributions for the newsletter this month that I actually had to save some articles for future issues! We are truly lucky to have so many talented writers in the Galt Airport community who are willing to share their stories with us.

Special thanks to first time contributor, **Phil Prossnitz**, who's article on owner assisted annuals is featured on page 4. I am sure Phil's insight into the process will encourage other pilots to take advantage of the opportunity to become better acquainted with their airplane and their A&P mechanic.

You will find the third installment in **Ed Moricoli's** quest to learn how to fly on page 6. And **Larry Schubert** shares his unique (and frequently hilarious) perspective of his African adventures.

The winter temperatures have been below my personal minimum requirements for spending time outdoors for several months now giving me the perfect opportunity to begin my instrument training! I bought the Sporty's Complete Instrument Rating Course which includes seven interactive DVDs as well as written test prep software.

So far the lessons have been very interesting and well presented in a way that eases private pilots gently into the world of IFR flying.

My plan is to complete the ground study and pass the written test first, and then take a 10-day Accelerated Flight Training program to knock out the flight portion some time later this year. This is the best option for me because taking one or two lessons at the weekends could take all year to get it done!

I'll keep you posted on how the training is going!

Beth Rehm, Editor

Continued from page 1.

paid little attention because they seemed to use both ends for departure—depending on their mood I guess.

The “terminal building” was a sight to behold. It was basically a shack with no walls, but at least you could get some shade. There was a window labeled “coffee shop” but none of us dared try it. Besides, I knew those Caravans did not have a bathroom. As for security, well, there was none. You just sort of milled around waiting, trying to stay cool.

Our guide kept going out and talking to pilots as they arrived, and we began to suspect he had no idea which of these planes was ours. We witnessed some animated conversations, and perhaps negotiations, but thirty minutes past our expected departure we were still sitting on our bags. Just when we had almost resigned ourselves to being stuck in the Serengeti for God knows how long, Edwin (our guide) came to the now very sweaty group, pointed to a plane and herded us to the waiting Caravan.

Security, safety and weight-and-balance wise, it then got even more interesting. To that point, nobody had so much as asked our name, let alone requested a picture I.D. The pilot decided he really did not need to know that either. He just pointed to the cargo pod and said “find a place.” So we became our own loadmasters.

At this point, I must mention that



The “airport terminal” somewhere in the middle of the Serengeti.



Larry called dibs on the right seat of the Cessna Caravan - in position for the best view of the flaming crash he was expecting to see!

we were instructed by the tour company to keep our bags under 30 pounds because of this internal flight. That’s packing light for 19 days in Africa, so we did learn the art of turning underwear inside out to extend its life.

Turns out this was an unnecessary inconvenience. The pilot could have cared less. It was like that US Postal Service ad... “if it fits, it ships.” We crammed our bags in the pod, along with a host of others. Then I looked at the 16 passengers, then back to the crammed pod, and had that “this thing will never get off the ground” feeling.

I had noted, in watching the folks pour out of this plane, that a passenger was flying right seat. I was all over that, feeling that not only would it be a cool experience, but I’d have a front row seat for the flaming crash most certain to ensue. So I asked for, and received, first officer clearance. And the captain did not know my name, had not checked my photo I.D. and had not made me take off my shoes or run me through a metal detector. I climbed up the little ladder, strapped in, and prepared for the inevitable carnage.

Much to the credit of Cessna, that well worn beast actually got off the ground. It wasn’t brisk, and he used every inch of that dirt, but we were actually in the air. Up we hauled, all the way up to flight level 10. Yep, 1,000 feet AGL was the flight plan, because I noted our airport elevation then watched the altimeter. You could count the nose hairs in the wart hogs below. It was great fun (at least for me, not sure about the other passengers).

As we headed east, the flatness of the Serengeti gave way to the rising mountains and the Ngorongoro crater. Of course, we were below the rim, so we just sort of dodged it. At the same time, it started to rain and I was looking at magenta on the on-board radar. We dodged that too. Terrain, limited visibility, 1,000 AGL. What a ride! In a short while, we were on final for Lake Manyara airstrip. This was a fancy one—genuine gravel instead of grass. Probably 2,500 feet, maybe less. The pilot came in shallow, planted that Caravan hard, and jammed it into beta thrust, and I was watching the end of the runway coming up really fast. But it did stop.

Continued on page 3.

Continued from page 2.

Good thing too, because there was a cliff at the end. How those propellers last more than a week doing that in gravel is beyond me.

At Manyara, we dumped a few passengers, loaded a few more, and boogied out of there in a cloud of gravel and dust. After another stop, we arrived at Arusha. This airport was bigger, and had a real paved runway... and a ramp full of turboprops, small jets, and every manner of flying thing. We had to deplane while they refueled. The pilot just pointed us to the terminal building and told us to go wait over there, letting us walk amongst all the planes. So what if we get hit by a prop—tourists are a dime a dozen!

We finally reloaded, this time with a new pilot. Of course, now instead of our skinny unfriendly Italian teenager, we had a 300 pound and equally unfriendly native driver. And I was worried about my duffle bag weight... jeez.

Off we went on our final leg. I noted that we were climbing and climbing and climbing. This leg was not going to be 1,000 AGL. Remember that the Caravan is not pressurized, and we had about 1.5 hours ahead of us to Pangani. I noted with interest that Chubby Checkers leveled off at 12,490 feet. Ten feet on the legal side of the captain having to use oxygen. Clever. It did have the



The A Cessna 208B on the "ramp" at Seronera Airport in the Serengeti, Tanzania.



Larry and his family flew from Serengeti to Lake Manyara, to Arusha and eventually to Pangani on the East coast of Tanzania.

effect of putting everyone in the cabin to sleep. Except me, since I was monitoring the altimeter, just waiting for that sucker to pop up over 12,500. I also knew that Mount Kilimanjaro, just to our left, was about 20,000 feet. As Ronald Reagan used to say, "trust, but verify."

Eventually we saw the coast, and started coming down. Try as I might, I could not spot anything that looked remotely like an airport. It turns out that this was because the "airport" was a dirt road in a sisal field. Once more, aggressive beta stopped us right at the Pangani "terminal."

It was, literally, a bus stop shelter. A bench with a tiny roof. But there sat our ride to the beach resort, a smiling face in a beat up van of unknown heritage. It was a little hard to believe

we had made it. Palm trees and sand, here we come.

There's more to our African aviation adventures involving local airlines who said, when presented with a genuine ticket, "sorry, we don't go there anymore." But I'll save that for the next installment. Stay tuned. Akuna Matada.

Larry Schubert is a 2,500+ hour private pilot, with an instrument rating. He learned to fly at Galt in 1996, having purchased his 1967 Cherokee 180, 4702L, after a whopping 3 hours of dual. He's been a Galt tenant for his entire flying life. He intends to keep the Cherokee (Lucy) until (A) she dies of old age or (B) he dies of old age or (C) his wife, Leslie, buys him that cool Icon amphib he's drooling over.

Know Thy Airplane, Know Thy Mechanic

The True Value of Participating in an Owner-Assisted Annual

By Phil Prossnitz, CFI

Participating in your airplane's annual means not only learning the ins and outs of a small aircraft, but also learning the personality and thought process of your mechanic.

For a day and a half I donned old jeans and a t-shirt and shadowed Brian Spiro of JB Aviation, pretending I was an aircraft and power plant mechanic (A&P). Gratefully, I was assigned the simplest of jobs. Even more gratefully, I was entrusted with a low torque electric screwdriver.

For those of you who have not participated in an annual, the one assignment that can be delegated to even the most inexperienced A&P "wannabe" is unfastening inspection plates, wing trim, the tail cone and the spinner. To avoid losing screws they are refastened pending the inspection by Brian. Once that is complete they are once again unfastened and refastened. The electric screwdriver and I are now best friends.

I even handled a few "higher pay grade" tasks and now have a better understanding as to why one tank drains a little quicker than the other, what problems may arise in the future, and what additional items need to be checked as part of every preflight. I know exactly from where temperature probes receive their information, what doors move when I pull a lever in the cockpit, and generally better understand the airplane in front of the firewall.

The one thing I did not anticipate was gaining a keener insight into Brian's attitude and point of view on aircraft maintenance. It's one thing to provide a squawk list to your A&P mechanic. It's another to follow along as the diagnosis is made and a

solution constructed.

The process by which the diagnosis is made and the risk tolerance is evaluated reveals the personality and philosophy of the mechanic. This information is as vital as knowing the thought process of your financial planner or doctor. You gain such insight by working hand-in-hand for a day and a half overcoming several problems.

Credentials of a mechanic are not the entire story. Brian's are strong to be sure: a graduate of Embry-Riddle University in Florida, and an A&P with an air show crew before coming to Galt.

Nor can judgment be reduced to black and white rules. Replacing everything with a scratch would be a simple directive, but would make ownership of an aircraft prohibitively expensive.

At the other end of the spectrum, downplaying flaws would be foolhardy. It is the large gray area in between that requires reflection and, in airplane parlance, crew resource



Phil Prossnitz helping Brian with the annual on the C-182 in the maintenance shop at Galt. Photograph taken by Justin Cleland.

management.

In this case the crew consists of pilot and mechanic, and both have important input.

Knowing how a crew member thinks is vital. I came away from this experience knowing my crew member a lot better; gaining that understanding and reassurance alone was well-worth my day and a half!

Phil Prossnitz is a local lawyer and has been a CFI since 2009. He has been flying Jim Gaver's C-182 (N4833N) based at Galt since 1988. Phil and his wife Laurie live under the "outer marker" for Runway Niner!

**For more information contact Eric Rehm
at ericrehm@att.net.**

Learning to Fly at 68: Ed's Journey Continues

By Ed Moricoli

Before moving on with my journey, I need to digress once more and I apologize for doing so.

When Neil and I would go up in the Cub, Neil would always talk about flying safe and this has been burned into my mind. Even Justin, my instructor, has often said "If it doesn't feel right and even though you want to fly, stay on the ground and fly another day!" How true those words are and from first-hand experience it has happened to me a couple of times already in my short flying career.

While on the subject of flying safely, for those you who are just learning to fly or even if you're an experienced pilot, I would encourage you to do the FAA's Wing's program. I found the program through AOPA (Aircraft Owners and Pilots Association) and I found the program very enlightening and educational. For a rookie such as I am, I need all the knowledge I can soak up in learning to fly!

Now on with my journey with learning to fly! "Pick out a spot on the horizon!" "Check your wings on the horizon!" "Scan the horizon for other aircraft!" "Ok, now keep one hand on the throttle!" "Lighten your grip on the yoke!" "Look at the gauges only 10% of the time!" Good god, Justin, give me a break here! That's just straight and level flight but after several nudges by Simon Lagree, it finally soaked in to this old brain of mine! However it took me several flights to loosen my death grip on the yoke as Justin will testify to!

"Ok, Ed we are going to do power on and power off stalls, slow flight and I'll show you how that works!" Aha, I was thinking to myself, I have experienced stalls with Neil but not slow flight and I had no idea what all this was going to



Ed Moricoli in the front seat of Bruce Schottland's J-3 Cub.

eventually lead up to! After, doing this several times during the flight it was time to head back to Galt, let me tell you I was pooped and flying was supposed to be fun? For the next few lessons that's all we did and Justin added in coordinated turns in the slow flight training.

God lord I had a hard time keeping the plane at the same altitude during the slow flight. Justin would always demonstrate how it's done and I would try it and fail as usual but with extreme patience from Justin I had it somewhat figured out! When returning to Galt, Justin would say that we are about 4 miles out or 2 miles out or whatever the case may be, so I asked how he knew that. All he would say that it comes from experience of flying out of Galt during the years. One day as we were coming back to Galt I looked over at the panel on Justin's side and lo and behold there is the GPS right in front of him! So at that point I called him on it! As you can guess he gave me this little smile and didn't say a word!

After each flight Justin and I

would debrief about the day's activities and as usual after going home I would beat myself up about not doing better! Then I would wonder if I could really do this? I would tell Justin about it and he would smile and tell me don't worry about it, it will come to you. Also after each flight Justin would give me some homework to do, but never pointing me in the right direction for the answers. So, I would go home get my books out and even went on the internet to get the answers. At first I thought Justin was sadist and got his kicks on making me work hard, but after analyzing his way of instructing, it all made sense because I am the one who has to learn and I am better off for it!

During this time Justin and I would work on landings, with Justin making sure everything was going right. Then one day in late February Justin announced that we would do pattern work.

He drew up a sketch of the pattern at Galt on what to do and also

Continued on page 7.

Continued from page 6.

what to say on the radio on each turn in the pattern. The weather at that time was delaying the lessons, so I would take the sketch to work and practice flying silently during a trial or hearing! Well you can imagine what happened the day we did my first pattern work! My mind was cluttered with what to do, when to do it and what to say. I got so tongue tied and flustered that I am surprised that Justin didn't have a heart attack at his young age!

We did 5 take offs and landings, what a sight to see and hear. I am sure glad there weren't many around to see that debacle! After landing the last time as usual Justin and I would talk and as usual Justin would get that damn smile on his face and set my mind straight on what to do and think about. The one thing Justin told me that I'll never forget is to *stay ahead of the plane and always no matter what fly the plane!*

In April, Justin and I were on a training flight doing our usual practice and we were heading back to

Galt doing a final to 27, I had the yoke and Justin was on the pedals, just as we touched down on the runway two deer came out of the bushes just a ways down in front of us! Justin instantly took control of the plane, my eyes were as large as silver dollars and Justin did one hell of a job of avoiding the deer!

I don't quite remember but I am sure we both let out a few words, if you know what I mean. We turned off the runway and stopped near the FBO. I could not believe that I didn't need to change my underwear, but we both looked at each other for a few seconds and for some unknown reason we both broke out in laughter! I can't explain why we did it because this could have been a disaster, but we did! As long as I live I'll never forget that day. Remember what I said before about flying the plane? Justin sure did!

Before I end this chapter in my quest to fly I have to mention my mentor, Mr. Neil I have to get my shots in Anderson. "Hey Ed's flying, the

weather has to be bad!" or "How did ya do?" When he asked the latter question I felt I had to give him a grade, so I did and he could tell by my expression how it went. He wouldn't say much but like Justin he would smile. The other thing about Neil that I have to say is that he taught me about "hanger flying." Whenever we were working on the T-6 and the weather was bad, someone would drop by to see what was going on. Neil would drop everything he was doing and do some serious hanger flying with them. I am not sure if I'll ever get to his level on hanger flying but it will be my second priority!

Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.



Left to right, Courtney (4), Mallory (12), Carly (10) and Avery (8). Photo by Jeff Hill.

A Day at the Museum

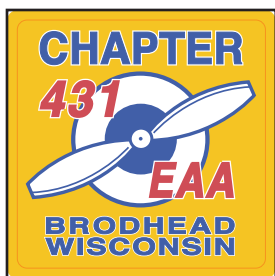
One weekend in January, Jeff Hill took his four daughters to visit the Experimental Aircraft Association (EAA) Museum in Oshkosh, Wisconsin. Afterwards, Carly (who is a 5th grader at St. Mary School in Woodstock) wrote the following essay about the trip. Her very proud grandfather, Jeff Hill, Sr., sent me a copy.

By Carly Hill

My dad took me and my sisters to the EAA Museum. I had a lot of fun. From the movies about aircraft to the hands-on center. When I walked in the door, I was immediately excited. First, we rushed over to the movie theater and took a seat. The movie started. It was only 17 minutes long but it was really cool! It was about the EAA aircraft show that is in the summer.

Second, we went to the historical part of the museum. We saw old airplanes, people that made and flew airplanes and we even saw a flying car! Third, we went to the hands on center. That was my favorite part of the museum because here was an old airplane that you could sit in and pretend to fly! There was also two simulators. One was a hot air balloon, the other was a hang glider.

I thought that the EAA Museum was a great experience. I hope that everyone will get a chance to visit it someday!



EAA Chapter 431 - Brodhead, Wis.
presents
AeroElectric Seminar
April 13-14, 2013

EAA Chapter 431 will host a weekend **AeroElectric Connection** seminar which will cover design, fabrication, troubleshooting and maintenance of homebuilt aircraft electrical systems. The AeroElectric Connection seminars are conducted by **Mr. Bob Nuckolls**, engineer, teacher, author and publisher of Electrical Systems Information Texts for Amateur Airplane Builders.

The seminar will be held in the EAA Chapter 431 building at **Brodhead Airport (C37)**.

The fee for the weekend seminar is **\$150** per person. EAA Chapter 431 has underwritten \$35 of the normal \$185 seminar fee as an incentive to area homebuilders.

Schedule For Saturday, April 13:

8:30 - 11:30 morning session:

- Parts Selection
- Failure Mode Effects Analysis
- DC Power Fundamentals
- Batteries
- Engine Driven Power Sources
- Voltage Regulators
- Grounding
- Over Voltage Protection
- Electrical System Instrumentation

Saturday Schedule cont.

12:30-5:00 Afternoon Session

- Wire Selection and Installation
- Wire Termination and Connectors
- Circuit Protection
- Switches Relays and Contactors
- Lighting and Lighting Controls
- Antennas and Feedlines
- Engine Instrumentation

Schedule For Sunday, April 14:

8:00-12:00 morning session:

- Noise - Antagonist, propagation paths and victims
- Tools, Wiring Techniques and Parts Selection
- Hands-on demonstrations of useful crimp tools and soldering techniques.

Registration will be capped at 25 participants.

To register or for more information, visit:

www.eaa431.org

Information about area lodging is available on our website as well.





Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

Recently Brian has been practicing tying safety wires and he took a few pictures of his attempts. He wants you to tell him which one(s) are correct and which one(s) are not.

Send your best guess to Brian at maintenance@galtairport.com for a chance to win a JB Aviation t-shirt.

Answer to last month's puzzle

In the February issue, Brian asked how many blue circles were needed to correctly balance airplane #3. The answer was 4 circles. Congratulations to **Mike Evans** who came up with the correct answer.



EAA Chapter 932 News

President's Message

**From Bruce Schottland, President,
EAA Chapter 932**

On Sunday, February 17th I jumped in my Cub and flew down to Lake in the Hills airport (3CK). It was a wonderful day to fly. Clear and calm. Not too cold. I got to Lake in the Hills faster than I hoped. I flew there to attend a meeting with other local EAA chapters so we could coordinate our summer schedules.

It was a useful meeting and I had the opportunity to meet some really nice people. There were people there from as close as Schaumburg and from as far away as Mount Morris. We were able to figure out who was doing what and when and ultimately

organized our schedules to avoid conflicting events.

The meeting brought to mind something I had not previously given enough consideration. A great way to support your chapter is to support other chapters.

While discussing schedules, everyone at the meeting discovered new and exciting events going on at other airports we didn't already know about. I decided on a few activities that I definitely won't miss, and I will probably bring people with me.

I know that will contribute to the success of the events. And I know that others at the meeting intend to come to our fly in or safety seminar. Their attendance will make a big difference

to the success of our events.

So if you are committed to supporting the EAA and our chapter, don't forget to support other chapters, too. Our mutual participation is essential to the success of aviation activities in our region.

After the meeting, I jumped back in the Cub and took the long way back to Galt. It was a little later in the day now, and a little colder. However, through the cold I was energized by the anticipation of a summer full of great flying events. I hope some of you will join me.

Bruce Schottland

Chapter Survey Fun Quiz

**By Captain Jean Forni, Treasurer,
EAA Chapter 932**

Our EAA Chapter 932 Survey gave us a lot of insight on the make up of our Chapter, and what the Chapter would like to do in the future. We also had some fun questions that we'll share with you in Galt Traffic.

This month's question is: When and how did you become interested in aviation? Match the person with the answer.

- 1) My father in law was a WWII Pilot.
- 2) At age 20 I took a vacation with my family down to Florida. This was my first flight ever, and I loved it. Traveling back and forth to work daily I passed DuPage Airport. Seeing the sign for an Intro Flight on a daily basis. I decided to stop in and try this out. After my first flight I was hooked.

- 3) From my Dad over 60 years ago.

- 4) I got a Discovery Flight for my 66th birthday. I came down from that and made up my mind (with the encouragement of my wife) that I was going to learn to fly. I earned my Private 2 months before my 68th birthday. Went through 6 CFI's. they all got jobs flying, that's what took so long.

- 5) I have been fascinated with airplanes since I was two years old. My parents took me to airports just to watch the airplanes and we always went to the local air shows.

- A) Bill Miles
- B) Tom Briden
- C) Beth Rehm
- D) Walt Weidig
- E) Scott Feeman

See answers on next page.

Welcome New Members

Please join me in welcoming **Mary Linstromberg** to chapter 932. Mary is learning to fly at Lake in the Hills (3CK) and has become an avid aviation enthusiast joining both EAA and AOPA.

With all the members who have renewed so far this year, this brings our current membership count to 58.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: February 9, 2012

1. CALL TO ORDER/ATTENDANCE

Meeting called to order at 10:00 a.m.

Members: Bruce Schottland, Mike Evans, Jean Forni, Beth Rehm, George Zuidema, Scott Feeman, Tom Stomberg, Eric Rehm, Bob Forni, Anna Cooper, Ron Wagner, Paul Sedlacek, Ed Moricoli, Steve Phillips, Dave Hill, Walt Weidig, Dean Marcott, Larry Schubert, Esther Medina, Dave Spitzbart, Jim Ragland, Jeff Hill, Jeff Hill, Sr., Rafael Gonzalez, Tom Hoppe, Emily Medina, Patrick Hoffman, Arnie Quast and Mark Orthick.

Guests: Mary Linstromberg, Leslie Schubert, Lauren Cooper and her fiance Clemens, Bill Haag, Brian Haag, Mallory Hill and Carly Hill.

2. VOTING ITEMS

a. Approval of Agenda

Motioned by Patrick, Seconded by Esther, All voted in favor

b. Secretary's Report – Approval of January 2013 Minutes

Motioned by Ed, Seconded by Patrick, All voted in favor

c. Treasurer's Report – Approval of January 2013 Financial Report

Motioned by Mike, Seconded by Steve, All voted in favor

3. SPECIAL PRESENTATION

Transcontinental ferry Pilot, **Lauren Cooper**, gave a fantastic presentation chronicling her very first trip from the Cessna factory in Kansas to a delivery destination in Europe - in a Cessna 182. We learned a lot about the ferry pilot business and the hazards of flying airplanes fresh off the factory floor on long distance trips over a lot of water and ice. Lauren had some amazing photographs and a few short videos too. Mike Evans videotaped the presentation and has made it available to members who weren't able to attend the live event at: <http://www.youtube.com/watch?v=W4xNhKsQ5rY&feature=youtu.be>



*We got quite a crowd for Lauren's presentation at the February meeting.
Photograph taken by Jeff Hill, Sr.*

ADJOURNMENT: Meeting adjourned at 11:15 a.m.

NEXT MEETING: March 9, 2013 at 10:00 a.m. in the Galt Airport FBO.

Answers to Chapter Survey Fun Quiz: 1—B, 2—E, 3—A, 4—D, 5—C.

Galt Airport/EAA 932 Calendar of Events

- March 9** EAA Chapter 932 general meeting, Galt Airport, 10:00 a.m.
- April 13** EAA Chapter 932 fly-out to Kalamazoo Air Zoo. For details contact Eric Rehm at ericrehm@att.net.
- May 4** EAA Chapter 932 Young Eagles Rally, Galt Airport (10C). Contact Esther Medina at youngeagles@eaa932.org.
- May 11** Tentative date for EAA Chapter 932 Safety Seminar: Flight Planning with ForeFlight by Robert Heise.
- June 7-9** Tentative date for Oshkosh work weekend. For more information contact Elton Eisele at N137ee@gmail.com
- June 8** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- June 15** Galt Airport Barnstormer Days Fly-in. For details contact Bruce Schottland at president@eaa932.org.
- July 13** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- August 10** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- August 17** Galt Airport Flour Bomb Contest.
- Sept 14** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Oct 12** Tentative date for EAA Chapter 932 meeting at the Warbird Heritage Foundation at Waukegan.
- Nov 9** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Dec 14** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://socialflight.com/index.php>

www.fly2lunch.com

www.avweb.com/calendarevents

www.flyincalendar.com

www.generalaviationnews.com/calendar

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Jean Forni (815) 675-6897 treasurer@eaa932.org

Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

Webmaster: Patrick Hoffmann (847) 774-1599 webmaster@eaa932.org

Aviation Club Coordinator: John Theriault (815) 236-2445 aviationclub@eaa932.org

Young Eagles Coordinator: Esther Medina (815) 648-4798 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road

Greenwood/Wonder Lake

IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

Galt Tenant Price

\$5.41

(includes tax)

This newsletter is published monthly and distributed via email to approximately 460 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.
